

ASSUMPTIONS REGARDING OXCART STAGING

1. Forward base staging (prestrike and poststrike) will be undertaken from Nielson AFB, Kadana AFB [] using the "fast turn around" concept for single operational missions. 25X1
2. In addition, [] will be utilized as an emergency landing base. 25X1
3. The capability must be established to mount an operational mission using the aforementioned prestrike concept and to simultaneously mount an operational mission [] 25X1
4. The "fast turn around" concept at the forward base is defined as the minimum ground time required to post flight, service, pre flight (including align INS), and launch mission. Under this concept, only "screwdriver" maintenance would be performed.
5. An airborne spare aircraft would be required. If one aircraft is declared out of commission at the prestrike base, the other aircraft will fly the mission as planned.
6. Mission flight planning (flight plan, film strip, emergency map cards, etc.) will be prepared [] and ferried to the forward base. Only minor flight plan changes may be expected to be accomplished at the forward base. No changes to the film strip are planned at the staging base. 25X1
7. The mission pilot, airborne spare pilot, and backup pilot will be airlifted to the forward base in sufficient time to provide for necessary crew control. A minimum of 24 hours in advance of mission launch time is estimated to be required for this control. A

staging team and fly away deployment kit will also be in place at this time. It is expected that the staging party will be in place from four to six days.

8. Aircraft will not be launched [] unless it appears the mission can be completed as planned. If, however, an abort factor (major mission flight plan change, target/tanker weather deterioration) appears after the aircraft have departed [] but before final AR and penetration, aircraft will return [] to await mission regeneration.

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9. Staging kits will be developed as follows:

a. Prepositioned prestrike/poststrike for Eielson, Kadena

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b. Prepositioned emergency retrieval kit []

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c. Flyaway staging deployment kits (2 each).

d. Backup maintenance trouble kit ([] but

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identified for fast transport to prestrike or poststrike base).

Exact composition of kit would depend on specific trouble encountered in each case.

10. Personnel for the prestrike/poststrike bases (other than the permanently stationed POL/Commo personnel) would primarily come from [] assets and be airlifted to the bases as per 7 above.

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11. During stagings, [] operations would consist only of those activities directly supporting the mission(s) in progress.

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Flight test activity and training would be limited to that which could be conducted without interfering with the mission activity.

12. "Take" would normally be offloaded at the poststrike base. Fast transport of take to the ZI is contemplated when the poststrike base is

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13. Ferry flight to prestrike base would be "high" and "fast".

14. A capability to load configurations with film at the staging areas is not necessary.

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15. Hangars must be constructed at Eielson, Kadena since alignment of the INS requires the aircraft be in a true north-south attitude and no hangars presently available on these bases could be utilized.

16. Target date for development of the prestrike/poststrike capability including construction at the three mentioned bases is 1 October 1963.

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